CHURCH-BUILDING INTELLIGENCE, &c.

The old Savoy Church in the Strand.—On Monday week his Royal Highness Prince Albert, attended by Sir Edward Bowater, arrived at the old Savoy Church, in one of the private carriages, for the purpose of inspecting the interior, which has been handsomely redecorated at the expense of the Queen. He seemed highly interested at the old monuments, and praised the beauty of the workmanship of the interior.

On Sunday week the new north aisle of Weston-super-Mare church was opened for occupation. This addition to the church will afford accommodation for about 400 persons. It is in contemplation to erect a corresponding aisle on the south side, and the organ is either to be enlarged or a new one placed in its stead. The chancel is one of the most spacious in the county, and is terminated on the east by a stained window, presented by the Lord Bishop of Bath and Wells, a few years since, at the time the chancel was built by the present rector, the venerable Archdeacon Law.

Removal of Pews.—The dean and chapter of the Welsh cathedral of St. David's have ordered the pews that are in the nave of the cathedral to be removed, and the whole of it to be thrown open. Benches will be substituted.

The parish church of Melksham, Wilts, is about to be enlarged and repaired at an expense of upwards of 1,500*l*. The tower, now in the centre of the church, will be removed to the west end, and the increased accommodation to be secured will seat 400 persons.

A new German Lutheran church has been erected in Blenheim-street, Oxford-street, which is numerously attended by the young Germans resident in London, who had previously no regular place of worship.

Eastwell.—The venerable church of this parish has lately been repaired and beautified through the munificence of the Earl of Winchelsea.

The inhabitants of Mansfield Woodhouse, Notts, have it in contemplation to rebuild the north wing of the parish church, and to new pew the whole body of the church.

RAILWAY INTELLIGENCE.

Oxford, Worcester, and Wolverhampton Railway.—A meeting of the supporters of this scheme was held in this city, on Saturday last. Amongst those present were Messrs. Barlow, Simmonds, and Tothill, directors of the Great Western Company, and Mr. Brunel, the engineer. The mayor was called to the chair, and a committee of management was named to meet that day fortnight. Messrs. Rufford and Wragge, of Stourbridge, were appointed bankers to the company; an extensive allotment of shares was made, and a resolution agreed to, to allow 4 per cent. interest on the deposits from the time of payment.

Lancaster and Carlisle Railway.—It has been stated that upwards of five thousand workmen are to be immediately put upon this line, but we believe we shall be nearer the mark when we state that twice that number of men will shortly be employed in this great work. A number of labourers are now in this town waiting for the commencement of the operations. The terms of the contract require, under heavy penalties, that the line should be opened on the 1st June, 1846.—*Westmoreland Gazette.*

New Line of Railway between London and the North.—We can communicate, from the best authority, that a new line between London and Lancashire is decided upon, and Mr. Locke is at this time engaged upon the surveys. This will *cheapen* the travelling, as well as increase it on our side of the country.—*Carlisle Journal.*

The act for the Bury and Rossendale Railway has passed the House of Lords. The contract has already been let to Messrs. Pauling, Henfrey, and Co., and the cutting will be commenced almost immediately.

It is intended to form a line of railway from the Fleetwood line to the fashionable watering-place of Blackpool. The distance is about three miles.

Dublin and Cashel Railway.—The House of Commons having, in favour of the progress of this measure, suspended the standing orders, the Bill has been read a second time, and ordered to be committed.

Another contemplated railroad.—It is in contemplation to lay down a railroad from Bath to Weymouth. The projected line to be connected with the principal intermediate towns, and to be designated the "South Union Railroad."

We hear that the prospectus of the line from Worcester to London, in connection with the Birmingham and London Railway Company, is in course of preparation, and will shortly appear.

PATENTS RELATING TO ARCHITECTURE, ENGINEERING, &c.

Granted between 25th of May and 26th of June, 1844.

[SIX MONTHS FOR ENROLMENT.]

CHARLES LOW, of Robinson's-row, Kingsland, for certain improvements in the making or manufacturing of iron and steel. May 25.

Charles Anthony Deane, of Poplar, for improvements in the constructing, propelling, and steering vessels. May 30.

Robert Hazard, of Clifton, near Bristol, confectioner, for improvements in baths. May 30.

James Fenton, of Manchester, engineer, for an improved combination or alloy, or improved combinations or alloys of metals applicable to various purposes, for which brass and copper are usually employed in the construction of machinery. May 30.

Edward Massey, of King-street, Clerkenwell, watchmaker, for improvements in apparatus for ascertaining the rate at which vessels are passing through the water, also applicable in ascertaining the rate at which streams or currents are running. June 1.

James Murdoch, of Staple Inn, Middlesex, mechanical draughtsman, for certain improvements in the manufacture of gas, and in the apparatus employed therein. (Being a communication.) June 4.

William Henry Phillips, of Bloomsbury-square, Middlesex, engineer, for certain improvements in the means and apparatus for subduing and extinguishing fire and saving life and property, and in obtaining and applying motive power, and improvements in propelling. June 4.

George Chapman, of Claremont-terrace, Strangeways, Manchester, engineer, for certain improvements in steam engines. June 4.

Joseph Cowen, of Blaydon Burn, near Newcastle-upon-Tyne, merchant, for certain improvements in making retorts for generating gas for illumination. June 4.

Paul Griffiths, of Holywell, in the county of Flint, millwright, for improvements in washing the products evolved from furnaces. June 4.

Joseph Woods, of Bucklersbury, London, civil engineer, for improvements in producing designs and copies, and in multiplying impressions, either of printed or written surfaces. (Being a communication.) June 6.

Edmund Morewood, of Thornbridge, Derby, merchant, and George Rogers, of Stearndale, same county, gent., for improvements in coating iron with other metals. June 8.

Elijah Galloway, of Nelson-square, Blackfriars'-road, Surrey, for machinery for connecting axles or shafts, whereby when in motion they revolve at different relative velocities. June 12.

Thomas Farmer, of Birmingham, manufacturer, for certain improvements in the ornamenting of papier maché, and in manufacturing and ornamenting japanned goods generally. June 12.

Moses Poole, of Serle-street, Middlesex, gent., for improvements in wheels and axles. (Being a communication.) June 12.

John Swindels, of Manchester, manufacturing chemist, for several improvements in the preparation of various substances for the purpose of dyeing and producing colour, also improvements in the application and use of several chemical compounds for the purpose of dyeing and producing colour not hith made use of. June 12.

Pierre Armand Lecomte Fontainemor of Skinner's-place, Size-lane, London, f new mode of locomotion applicable to rail and other ways. (Being a communicati June 21.

Thomas Lever Rushton, of Bolton-le-Mo Lancaster, iron manufacturer, for certain provements in the manufacture of iron. J 21.

Christopher Phipps, of River, near Da paper manufacturer, for an improvement improvements in the manufacturing of pa and in marking, writing, and other pap or in the machinery employed for those poses. (Being partly a communication.) J 21.

Rees Davis, of Yetradgunlais, Brecon, g for improvements in the manufacture of i June 24.

William Worby, of Ipswich, for impro ments in the manufacture of bricks, tiles, other articles from plastic materials. June

SCOTCH PATENTS.

Granted between the 22nd of May and t 22nd of June, 1844.

Frederick William Etheredge, of Furnis Inn, Middlesex, gentleman, for improvem in the manufacture of bricks, tiles, and tu Sealed, May 27.

William Basford, of Burslem, Stafford, b and tile manufacturer, for certain impro ments in the mode of manufacturing bri tiles, quarries, and certain other articles m or composed of clay and brick earth, an burning and firing the same, and cer articles of pottery and earthenware. May

William Johnson, of Richmond-hill, Sur Esq., for certain improvements in machi for boring, cleaving, cutting, and dres stone and slate, of such kinds as are, or be used for building, and for ornam purposes, and for paving of public and pri ways. May 28.

John Taylor, of Duke-street, Adelphi, M dlesex, gent., for new mechanical combinati by means of which economy of power an fuel are obtained in the use of the steam eng (Being a communication from abroad.) 29.

William Walker, junior, of Brown-str Manchester, hydraulic engineer, for impro ments in warming and ventilating apartm and buildings. May 29.

James Fenton, of Manchester, Lanca engineer, for an improved combination of a of metals, applicable to various purposes, which brass and copper are usually empl in the construction of machinery. (Bein communication from abroad.) May 31.

Joseph Cowen, of Blaydon Burn, near N castle-upon-Tyne, merchant, for certain provements in making retorts for genera gas for illumination. June 5.

Robert Rettie, of Gourock, near Green of Renfrew, Scotland, civil engineer, for provements in gridirons, frying-pans, and o cooking utensils, and heating apparatus. J 13.

PICCADILLY IMPROVEMENTS.—We that the long-projected improvements in P cadilly, by widening the street from Hamill place to Devonshire House, by taking in L Coventry's gardens, in the Green Park, part of the site of the late Green Park Lo are not likely to be carried into effect u next year, the Commissioners of Woods Forests having, it is understood, resolved to apply to Parliament for any bill during present session for the above purpose.—*Her*

THE BRISTOL DOCKS.—There is e prospect of the locks being opened to a wi sufficient to admit the largest class of steam the directors of the dock company having ca on Mr. Brunel for an estimate for that obj the small lock at Cumberland Basin being such a state as to require many thousand pou even to restore it in its present form. men employed upon the vessel in which Great Britain was to be carried have all b taken off.

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